



## **Northgate Coordination Transportation Investment Plan (CTIP)**

### **Evaluation Criteria for Transportation Improvements**

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#### **Introduction**

The Northgate Coordinated Transportation Investment Plan (CTIP) needs to establish a process where proposed actions to improve the transportation system can be evaluated in a systematic manner. The purposes of the evaluation task are 1) to screen potential transportation improvement ideas generated through technical analysis and input from the community interests, and 2) to prioritize the remaining improvements.

In general, the evaluation criteria should be consistent with the following guiding principles:

#### **Principles**

The evaluation criteria should:

- Support the transportation policies in the adopted Northgate Area Comprehensive Plan.
- Support the policies in the City's Transportation Element of the Comprehensive Plan and the Transportation Strategic Plan.
- Be consistent with SDOT project prioritization process.

#### **Recommended Evaluation Criteria and Weights**

The CTIP Consultant recommends the following evaluation criteria be applied to evaluate each proposed action:

1. **Safety**
2. **Neighborhood livability**
3. **Pedestrian mobility**
4. **Bicycling mobility**
5. **Transit rider mobility**
6. **Auto driver mobility**
7. **Cost-effectiveness and implementation feasibility**
8. **Housing and economic development**
9. **Infrastructure preservation/maintenance**



## 10. Environmental sustainability

The definition of each criterion is described below in the next section.

The CTIP consultant also recommends that the evaluation criteria be weighted based on the relative importance among them. The recommended relative weights among the evaluation criteria are shown below:

Evaluation Criteria	Weight	Maximum Point
Safety	4	20
Neighborhood Livability	3	15
Pedestrian Mobility	2	10
Bicycling Mobility	2	10
Transit Rider Mobility	2	10
Auto Driver Mobility	2	10
Cost-effectiveness and Implementation Feasibility	2	10
Housing and Economic Development	1	5
Infrastructure Preservation/Maintenance	1	5
Environmental Sustainability	1	5
Total Maximum Point		100

Each proposed action (capital improvement) would be given a base point between –5 and +5. Generally, zero point means that the proposed action would not improve from the existing condition. The table also shows the maximum points that any proposed action can receive based on the weights and the base points.



## Definitions of Recommended Evaluation Criteria

### 1. **Safety** (maximum: +20 points)

Key question for evaluation: To what extent would the proposed improvement reduce or eliminate conflicts and unsafe conditions between vehicles, between vehicles and pedestrians, and between bicycle riders and vehicles?

Proposed actions will be evaluated with the following goals under this criterion:

- Improve safety for pedestrian travel.
- Reduce bicycle/vehicle and bicycle/pedestrian conflicts.
- Focus upon pedestrian and bicycle collision history.
- Focus upon the locations where a high number of vehicle collisions and high collision rates exist.

Each proposed action would receive a score ranging between –20 and +20 points based on qualitative assessments. In other words, if it is determined that the proposed action would improve safety for the existing situation, a positive score would be given. On the other hand, a negative score would be given, if it is perceived that the proposed action would reduce safety for the existing situation.

### 2. **Neighborhoods Livability** (maximum: +15 points)

Key question for evaluation: Would the proposed action enhance the livability of neighborhoods in the Northgate area?

Proposed actions will be evaluated with the following goals under this criterion:

- Reduce excessive through-traffic volumes on residential streets.
- Minimize increased traffic volumes on adjacent streets as a result of any action that is proposed.
- Keep vehicle speeds at 25 mph or less on residential streets.
- Reduce risks of pedestrian and bicycle collisions with vehicles on arterials and residential streets.

Each proposed action will receive a score ranging between –15 points and +15 points under this criterion. Zero points mean that the proposed improvement would not have any positive benefit to improving the quality of neighborhoods. Negative points indicate the proposed action would negatively impact the quality of neighborhoods, compared with



the existing condition. Positive points indicate that the quality of neighborhoods would improve.

### 3. **Pedestrian Mobility** (maximum: +10 points)

Key question for evaluation: Does the proposed action enhance the use of walking and make it more convenient to travel?

The goals of this criterion are:

- Enhance pedestrian travel. (Examples: through wider sidewalks and buffers between walkways and moving vehicles, minimized conflicts with turning vehicles, pedestrian activated signals, reduced pedestrian wait times, etc.)
- Improve pedestrian access to key activity centers such as transit facilities, commercial centers, schools, parks and community facilities within the Northgate study area
- Improve pedestrian connectivity between the neighborhoods and the urban center in the study area.
- Reduce barriers to pedestrian travel.

This criterion will receive a score ranging between -10 points and +10 points. Zero point means that the proposed action does not have any positive or negative benefit to pedestrian mobility. Negative or positive points indicate the proposed action would have negative or positive benefits, compared with the existing condition.

### 4. **Bicycling Mobility** (maximum: +10 points)

Key question for evaluation: Does the proposed action enhance the use of bicycles and make it more convenient to travel?

Each proposed action would be rated based on the following bicycling mobility goals:

- Enhance bicycle travel. (Examples: through reduced conflicts with moving and parked vehicles, designated bike lanes, paved shoulders, low traffic volumes, etc.)
- Improve bicycle access to key activity centers such as transit facilities, schools and community facilities within the Northgate study area.
- Improve bicycle access to regional activity areas such as the Burk-Gilman Trail and Green Lake area.
- Improve bicycle facilities for both commuters and recreational uses.



This criterion will receive a score ranging between -10 points and +10 points. Zero point means that the proposed action does not have any positive or negative benefit to bicycle mobility. Negative or positive points indicate the proposed action would have negative or positive benefits, compared with the existing condition.

#### 5. **Transit Rider Mobility** (maximum: +10 points)

Key question for evaluation: Does the proposed action enhance the use of transit and make it more convenient to use?

Each proposed action would be rated based on the following transit rider mobility goals.

- Improve transit speed and/or reliability.
- Improve coverage and transit services for residents, particularly seniors.
- Improve transit services for employees.

This criterion will receive a score ranging between -10 points and +10 points. Zero point means that the proposed action does not have any positive or negative benefit to transit rider mobility. Negative or positive points indicate the proposed action would have negative or positive benefits, compared with the existing condition.

#### 6. **Auto Driver Mobility** (maximum: +10 points)

Key question for evaluation: Does the proposed action reduce traffic congestion?

Each proposed action would be rated based on the following auto driver mobility goals.

- Reduce roadway and intersection traffic congestion.
- Satisfy the corridor LOS and intersection LOS benchmarks

This criterion will receive a score ranging between -10 points and +10 points. Zero point means that the proposed action does not have any positive or negative benefit to auto driver mobility. Negative or positive points indicate the proposed action would have negative or positive benefits, compared with the existing condition.

#### 7. **Cost-Effectiveness and Implementation Feasibility** (maximum: +10 points)



Key question for evaluation: Would the proposed action have a large benefit compared with its cost, and a high probability of being implemented within a reasonable period of time?

Proposed actions will be evaluated with the following goals under this criterion:

- Have a high cost-benefit ratio. (The CTIP will not calculate a detailed cost-benefit ratio for each project. This will be a qualitative assessment.)
- Have a high probability that it would be financed with outside funding sources such as federal and state grants, and private contributions.
- Have a high probability that it would be directly implemented by other agencies such as King County Metro, Sound Transit, or WSDOT in the next 10 years.
- Have a high probability that it would be financed with existing City funding resources.
- Have a high probability that it would be funded with new funding sources that would require approval by City Council.

Each proposed action will receive a score ranging between -10 points and 10 points under this criterion. Low points mean that it appears that the proposed action would have a very low cost benefit ratio, have low probability that it can be funded or implemented by other agencies or is unlikely to find a source of funds within the City in the near future. On the other hand, high points mean that it appears that the proposed action would have a high cost-benefit ratio, could be funded with outside sources of funds or with existing funds in the City.

#### 8. **Housing and Economic Development** (maximum: +5 points)

Key question for evaluation: Would the proposed action support housing and economic development in Northgate?

Proposed actions will be evaluated with the following economic development goals.

- Support housing growth and businesses by providing improved transportation access (pedestrians, transit and vehicles) for customers, employees and residents.
- Minimize impacts on businesses due to acquisition of rights of way for transportation facility improvements.
- Would not displace residences or businesses.





Key question for evaluation: How would the proposed action impact the natural environment?

Proposed actions will be evaluated with the following goals under this criterion:

- Improves air quality.
- Reduces noise.
- Does not damage to critical areas

Each proposed action will receive a score ranging between –5 points and +5 points under this criterion. Zero points mean that the proposed action does not have any positive or negative environmental impacts, compared with the existing natural environmental conditions. Negative or positive points will be given based on the existing environmental conditions.